

**(ESTABLISHED 1881.)**

**\$36 PER ANNUM.**  
**SINGLE COPY, 10 CENTS**

## Shipping—Steamers

# HONGKONG, CANTON, MACAO

AND  
**WEST RIVER STEAMERS.**

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

---

HONGKONG-CANTON LINE.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and to KAM (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.**  
**HONGKONG-MACAO LINE.**  
 S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.  
 Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the

Departures from MACAO to HONGKONG on week days at 7.30 A.M. and at 3 P.M.

---

**CANTON-MACAO LINE.**  
S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

**JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.**

**CANTON-WUCHOW LINE.**  
S.S. "SAINAM," 538 Tons, and "NANNING," 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintao" and "Sanni." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 25th JULY.

S.S. "HEUNGSHAN,"

Departure from Macao 4 P.M.  
Fares: Excursion Rates as usual.  
Machado's String Band will play during the trip.  
S.S. *Sul-Aw* and *Sul-Tai* will not run on the above date.  
Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.**  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Blake Pier.

# HONGKONG HOTEL

# HONGKONG HOTEL

LUXURY, COMFORT, QUIET,

LUXURY, COMFORT, QUIET,

LUXURY, COMFORT, QUIET,

LUXURY, COMFORT, QUIET,

LUXURY, COMFORT, QUIET,

LUXURY, COMFORT, QUIET,

LUXURY, COMFORT, QUIET,

In Ball of 50 lbs. net \$3.45 per Ball  
 ex Factory.  
**SHEWAN TOMES & CO.,**  
 General Managers.  
 Hongkong, 15th August, 1908. [

For Terms, &c., apply to the  
MANAGER  
Hartford, Conn. July, 1890.

Under Personal Supervision of  
**L. GAMEAU,** **N. BEUMENTHAL,**  
 Proprietor. Manager.  
 Telephone, 170. Telegrams "Astro." [64]

**LANE, CRAWFORD & CO.**

**MACGREGOR & CO** [31]

# HOTEL CRAIGIEBURN

For Terms, &c., apply to the  
MANAGER  
Harrington, and July, 1900. 127

**ASTOR HOUSE**  
(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.

**C**ENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine, and the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodations for Families and Tourists.

Under Personal Supervision of

**L. GAMEAU,**  
Proprietor.

**N. BEUMENTHAL,**  
Manager.

Telephone, 170.      Telegrams "Astruc"      (14)



Mails.  
**NORDDEUTSCHER LLOYD.**  
BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" ..... Capt. O. Pahnke	WEDNESDAY, 28th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" ..... Capt. H. Wilhelm	About WEDNESDAY, 28th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL- BOURNE	"COBLENTZ" ..... Capt. H. Reegenor	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" ..... Capt. F. Sembill	Beginning of August.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th July, 1909.

**MESSAGERIES MARITIMES.**

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To sail on
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	2nd Aug., 7 P.M.
MARSEILLES, via PORTS	CALEDONIAN	Caranova	3rd Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	AUSTRALIEN	X	16th Aug., P.M.
MARSEILLES, via PORTS	ERNEST SIMONS	Girard	17th Aug., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909.

**MESSAGERIES CANTONNAISES.**

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

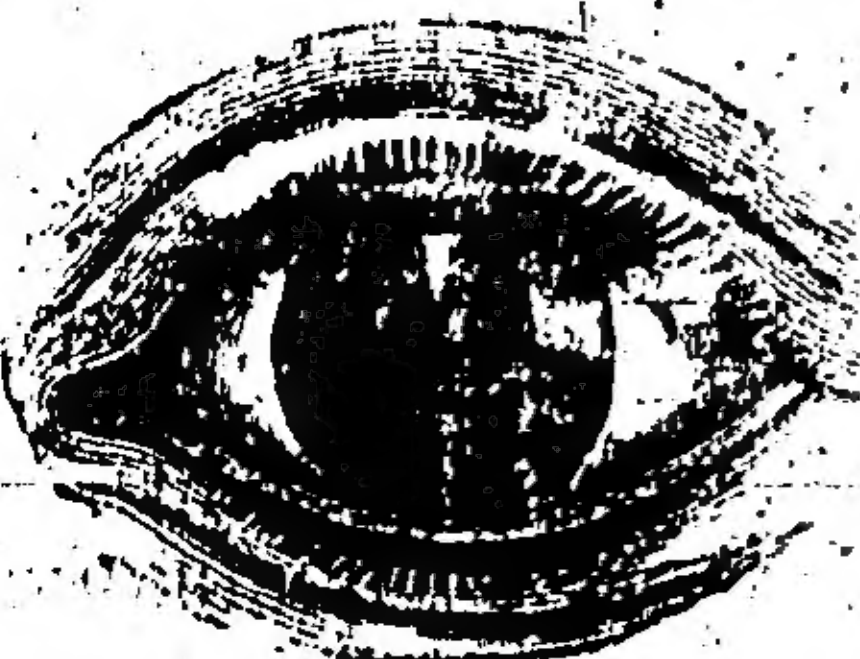
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for illustrated Booklet on "Defective Sight,"—free.

GALEOTTA

SHANGHAI

1, John Street, Bedford Row, W.C.

19, Bentinck Street

106, Nanking Road.

Hongkong, 9th March 1908.

Intimations.

**THE YOKOHAMA DOCK CO., LTD.**

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ..... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plan and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootta,

A. I. and Watkins.

Yokohama, April 28th, 1903.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.  
Apply to—  
S. D. SETNA,  
No. 6, Des Vaux Road.  
Hongkong, 21st June, 1909. [497]

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909. [463]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—  
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,  
No. 5, Queen's Road West.

Hongkong, 9th March, 1909. [428]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—  
Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLOP BUILDINGS, and No. 16, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 16, DES VAUX ROAD CENTRAL 1st Floor.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1909. [5]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—  
THE COMPTROLLER DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.

Hongkong, 24th February, 1909. [108]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909. [5]

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIFTS KEYS, Manufactured by The GODFREY and BOYCE MANUFACTURING CO. of Bombay. One Safe 5 feet 5 in. by 2 feet 6 in. 2 Safes each 3 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same Make.  
Also one OLIVER TYPEWRITER in good condition.

Apply to—  
PHIROZSHA B. PETIT & Co.,  
6, Des Vaux Road.

Hongkong, 5th July, 1909. [517]

FOR SALE.

**"ADLER"**  
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

**DRAGON CYCLE**  
**DEPOT,**

33-35, Des Vaux Road, Central,  
Hongkong.

**LEE YEE**  
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES

AND  
TOILET REQUISITES

FOR SALE.  
15, D'AGUIAR STREET,  
HONGKONG.

Hongkong, 1st September, 1907. [14]

DEVIL'S ISLANDERS.

FRENCH REFUGEES WHO FRY ON BRITISHERS.

ROMANCE OF THE COAST OF GUIANA.

British Guiana is having much romance and much discomfort as a result of the attention of escaped convicts from Devil's Island. Reuter's correspondent, writing from Georgetown, says:—"Some unpleasant experiences have been undergone in the country districts of British Guiana lately consequent upon the frequent arrival of escaped prisoners from the Penal Settlement in French Guiana, the well-known Devil's Island of Dreyfus fame. Supervision of the prisoners by the French settlement authorities is described as very lax, and consequently any wishing to escape have little difficulty in securing a boat and making their way to British Guiana. As a rule they number anything from two to half-a-dozen, and they arrive in the Colony in a famished and desperate condition. Coming to a house or a village they will demand food, and a good deal of alarm is often created among residents in remote districts where police aid is far away.

ESCAPED CONVICTS.

A few days ago a tattered and exhausted Frenchman dragged himself into a village and said he was the only survivor of a party of six who had sailed from Devil's Island. Soon after they left the shore, he explained, a storm arose, the small boat was capsized and his companions were all lost. After suffering great hardship he had made his way to British Guiana. A day or two afterwards a letter carrier, while traversing a lonely and isolated piece of country, was attacked by several wild-looking men, who, after robbing him, made their way into the savannah. A search was instituted, but the men could not be found. It was subsequently ascertained that the story of the Frenchman was a fabrication. He had been one of six who had landed. The remainder had made their way to the savannah back lands.

About the same time a woman owning a small provision grant up the Demerara River had a very unpleasant experience. One morning three Frenchmen presented themselves at her house and asked for employment. She gave them some, and was soon congratulating herself on the possession of some excellent labourers. They worked hard and diligently, and in a short time she came to place the most absolute trust in them. So much so, indeed, that one day she left them in charge of the grant in order to come to town. When she returned she found that the grant had been stripped of all its equipment; all the valuables in her house had gone, and the men had decamped with a good sailing boat. The men were not seen again, but it is generally supposed they were drowned in a squall when trying to make their way to Dutch Guiana.

THEIR ONLY CHANCE.

Consequent upon these actions the local Government has become a good deal stricter in enforcing the law for the expulsion of these undesirable visitors. Having been found, they are ordered to leave the Colony within a specified number of days. Failing to do so they are placed on board a French steamboat and sent away. As a rule they have little chance of evading the police for long. The only way of travelling in the interior is by waterway, and the strict police-surveillance instituted for the regulation of this balata and gold industries makes it comparatively easy matter to catch any escaped Frenchmen who try to reach either the goldfields, the diamond fields, timber grants, or the balata grants. Their only chance lies on the wilder portions of the coast. There for a time they may remain immune from interference, and so long as they behave themselves decently may even live a long time undisturbed. Should they, however, offend against the public comfort, they are sooner or later routed out and sent back to Cayenne.

Intimations.



Colonial Secretary's Department.

No. 401. HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1897-1909," that is to say, the sole privilege of preparing Opium and of selling within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON,

Colonial Secretary.

2nd July, 1909. [515]



NAVY CONTRACT.

TENDERS are invited for the SUPPLY of MISCELLANEOUS MATERIALS (Firewood, Lime, White, Charcoal, etc., etc.), from the 1st August, 1909, to H.M. Dockyard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than Noon on 27th July, 1909.

A Deposit of One Hundred Dollars (\$100) will be required when applying for tender forms. This will be returned if the tender be declined.

The lowest or any Tender not necessarily accepted, and the right is reserved of accepting any portion of a tender.

H. RISSLAND,

Naval Store Officer.

Hongkong, 20th July, 1909. [543]

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,

Secretary.

Hongkong, 20th July, 1909. [544]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50/100 per Share for the six months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary.

Hongkong, 20th July, 1909. [545]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the six months ending 30th June, 1909, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th July, to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Company, Ltd.

Agents for The West Point Building Company, Ltd.

Hongkong, 20th July, 1909. [546]

Intimations.

JUST-LANDED:

The well-known and famous brandy  
"Bisquit Dubouche

& Co."

XXX Very Old Fine ..... Per Bot.  
V.O.C.B. Guaranteed 20 Years  
old ..... 5.50

ALSO  
QUINQUINA?  
QUINQUINA?  
DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [45]

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible danger, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st September, 1908. [16]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at  
No. 39, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Films and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction." (Sd.) A. S. WATSON & CO., 25th May, 1891.

ORDERS, punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909. [44]



## Intimation.

Powell's  
Furnishing  
Department

is now replete with an entirely new collection of

BEDROOM  
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN  
OFFICE  
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL  
BOOKCASES

AND

FILING  
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S  
(FIRST FLOOR)  
ALEXANDRA  
BUILDINGS,

and

28, Queen's Road,  
Hongkong, 22nd July, 1900.

## AGRICULTURE IN MALAYA.

## RESIDENT GENERAL REVIEWS THE SITUATION.

In the course of his report on the F.M.S. for the past year, the Resident-General, Sir William Taylor, refers to Mr. Carruthers' report. The director of agriculture for the F.M.S. puts the agricultural acreage of the F.M.S. at 319,722 acres.

According to him this acreage, which excludes padi lands and horticulture, was planted with staple products as follows: Coconuts 118,697 acres, rubber 168,048 acres, coffee 8,431 acres, other forms of cultivation, chiefly topioca, 24,546 acres. Total 319,722 acres.

The increase in the rubber acreage was made up of 10,539 acres in Perak, 30,644 acres in Selangor, 9,649 acres in Negri Sembilan, and 931 acres in Pahang. Rubber has now become the most important form of cultivation in these States, and the acreage of the estates devoted to rubber is much in excess of the acreage of any other form of cultivation. The director gives the number of rubber estates in the Federated Malay States as 300 and their acreage as 455,594, with 168,048 acres actually planted with rubber. The number of trees he gives as 26,165,310. The output of dry rubber is quoted as 3,100,000 lbs. (=1,435 tons) against 1,980,000 lbs. (=885 tons) in 1907.

## RUBBER LANDS.

The lands under rubber in the several States were: Perak 56,706, Selangor 82,246, Negri Sembilan 27,305, Pahang 1,791. Total 68,048 acres.

Although the applications for land for the purposes of rubber cultivation showed a falling off, there appears to have been no decrease of activity in planting operations. A feature of rubber cultivation is the extent to which Para rubber holds the field to the almost entire exclusion of ramboing (Ficus elastica), which, as being indigenous, as growing freely, and as yielding a rubber of excellent quality, was regarded with favour by many a few years ago. The symmetrical stem of the Para rubber tree, the regularity of its growth, the facility with which the latex can be collected and its reaction to wounds appear to commend it to those engaged in rubber cultivation.

The price of rubber, according to the director, varied from 3s. a pound in the early part of the year to 5s. 9d. towards the close; the average he states was about 4s. 3d., and the cost of production he puts at 1s. 10d. 6s., so that even though the year was not so good as the preceding one the margin of profit was still extraordinarily large.

Trouble was experienced during the year on many, if not on most, estates owing to the ravages of white ants (Termites gestroi) and to a fungoid disease, caused by the Fomes Semiosus. These matters are receiving the earnest attention of the entomologist and of the mycologist, and it is hoped that practical means of cure and of prevention may be discovered.

## AVERAGE YIELD.

The yield of rubber trees is, of course, a matter of the first importance, and in this connection the director gives some interesting figures. The average yield for 1908 over the whole peninsula the director puts at 1lb. 15 1/2 oz. an increase of 11 per cent as compared with the preceding year. This he considers to be a satisfactory yield having regard to the fact that most of the trees that were tapped were in their first year. In Negri Sembilan the average was 3lb 2 1/2 oz., and this as the average yield of nearly a million trees he regards as extraordinarily high. Negri Sembilan trees show a higher average than other trees because of their greater age, but the figure in question is satisfactory as showing what may be expected in respect of trees that have been tapped for two or three years.

In Perak Buntar an interesting experiment has been carried out in connection with the tapping of eight 17-year-old trees, which, tapped every other day, gave an average yield of 28 1/2 lbs. of dry rubber.

According to the director the labour employed on rubber estates in the Federated Malay States is over 57,000. Of these labourers 43,515 are Tamils, 4,999 are Japanese, 1,961 are Malays, and 6,595 are Chinese. The health of the labour force improved owing to the greater attention given to matters of sanitation on estates and to the opening of estate hospitals for the treatment and care of the sick. A similar improvement is not recorded in the case of the managers or superintendents and their assistants, who in many instances suffer severely from malaria. Mr. Carruthers estimates at a very high figure the probable output of rubber in these States and in the Malay Peninsula generally a few years hence; and he asserts that: "Malaya possesses the finest climate in the world for the rapid and healthy growth of Para rubber, and, since millions of acres suitable for the cultivation are still available, there is every probability that the country will be in the future one of the largest producers of rubber in the world."—Straits Times.

## Intimation

THE HONGKONG ELECTRIC CO., LD.

## NOTICE

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 23504/-, 17206/17209, 17358/359, 17719/17721, 19154/- and 2 1/2 1937/2198 in the above named Company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificates will be declared by the Company as null and void.

GIBB, LIVINGSTON &amp; Co., Agents.

HONGKONG ELECTRIC CO., LTD.  
Hongkong, 19th July, 1900.

## Intimations.

## YOU WILL NOT

be deceived. There are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

## WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfe, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

## HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 19th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

HONGKONG ICE CO., LTD.  
Hongkong, 12th July, 1900.

## THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1900, presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1900, and subsequently unanimously confirmed at further Extraordinary General Meetings of the said Society and the said Company respectively held on the 7th May, 1900, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles of Association of the Society (Company) be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society (Company) to the exclusion of those heretofore prevailing."

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Pigott, Chief Justice of the said Court, on fifteen days from the date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1900.

C. MONTAGUE EDE,  
Secretary to the said Society and the said Company.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DELHI,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Mongolia.  
From Calcutta, ex S.S. Candia.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

K. A. HEWITT, Superintendant.

Hongkong, 21st July, 1900.

## Consignees.

## FROM EUROPE.

THE H. A. L. Steamship

## "SAXONIA."

Captain Bahle, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 19th July, 1900.

## S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 19th July, 1900.

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARMARTHENSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 26th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

STEAMER'S ARRIVAL.

All damaged packages must be left in the Godowns, where they will be examined on MONDAY, 26th inst., at 3.30 A.M. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and all claims must be presented before 20th inst. otherwise they will not be recognized.

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Hongkong, 20th July, 1900.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENCLEUC 1."

FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st July, 1900.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 22nd inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON &amp; Co., LIMITED, Agents.

Hongkong, 21st July, 1900.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 16th July, 100 cts. per 5 Mds.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chuan

" Ballocks' Brains— " Know, per set

" Tongue fresh—Ngau Li, each

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum, per lb

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tau-koek, each

" Mutton Chop—Yeung Pal Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pigs' Chittlings—Chi cheong

" Brains—Chi Know, per set

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum, each

" Kidneys—Chi Yiu, pair

" Liver—Chi Kon

" Pork Chop—Chi Pal Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pak

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keat, each

" Heart—Yeung Sum, each

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pigs, To Order—Chu Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

## POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sia Kai

" Ducks—Ap

" Doves—Pan Kau

" Eggs, Hen—Kai Tai, per doz.

" Fowls, Canton—Kai

" Hens—Kai Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Sheng Hoi Ye

" Ngos

" Musk Deer—Wong Keng

" Hares—Tu Chai

" Partridge—Oke Khoo

" Pheasant—Shao Kai

" Pigeons, Canton—Pak Kup

" Holhows—Holhows Pak Kup

" Quail—Um Chuan

" Rice Birds—Wo Fa Cheuk

" Snipe—Sa Chai

" Turkeys, Cook—Fo Kai Kung, per lb

" Hens— " Na

" Wild Ducks, Shanghai, Sulap

" Teal, Shanghai, Sulap Chai

" Wild Ducks Canton—Sang Shing Sulap

## FISH.

Barbel—Ka Yu

" Bream—Bin Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Godfish—Mun Yu

" Grubs—Hal

" Cuttle Fish—Mun Yu

" Dab—Sa Mang Yu

" Dace—Wong Mei Lun

" Dog Fish—Tui Yu

" Eels, Canton—Hal Man Yu

" Fresh water—Sam Sul Yu

" Yellow—Wong Sin

" Frogs—Tien Kai

" Garoupa—Sok Pau

" Gudgeon—Pak Kup Yu

" Herrings—Tao Pak

" Halibut—Cheung Kwan Yu

" Labrus—Wong Fa Yu

" Loach—Wu Yu

" Lobsters—Lung Ha

" Macorel—Chi Yu

" Monk Fish—Mon Yu

" Mullus—Chai Yu

" Oysters—Sang Hoo

" Parrotfish—Kai Kung Yu

" Perch—Tan Loo



## Intimation.

A. S. WATSON & CO.  
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.

## SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

## PALATABLE

AND

## REFRESHING.

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

## A. S. WATSON &amp; CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, "The House" Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$86 per annum.

71 a rate per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## DEATH.

On July 16, 1909, at Shanghai, Roberto Gasco Marques, aged 32 years.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 22, 1909.

## RUBBER SHARES.

In view of the recent "rubber fever" which appears to have spread to Hongkong, the following article extracted from the *Economist* of June 12 will be read with avidity by those who have ventured into the new form of enterprise.

The obvious starting point for a review of this kind is the beginning of 1907, when fine hard Para after a long rise to 5s. 6d. per lb and a long period of steadiness round about 5s. began to fall in price, and dropped more than 2s. in twelve months. The cause of this slump was at the time a matter of some dispute, but it seems now to have been certainly due to the American crisis, for, in spite of the increased production, prices have recovered steadily ever since trade in the United States began to improve. Anyhow, whatever the cause may have been the value of rubber fell by easily 50 per cent. in 1907, but, strangely enough, the market for rubber securities was, for a large part of the year, unusually active, and for the best-known shares record prices were obtained. For example, Selangor Rubber, which had never before gone beyond 10s., touched 20s. 3d., while Anglo-Malay rose from 16s. 6d. to 22s. 10d., and United Plantations from 11s. to 15s. at a time when the value of rubber itself was considerably falling, the share market was enjoying a boom that will bear comparison with the rise

of the last three months. Clearly, however, this could not last, and before the end of the year share prices had in some cases fallen back to about half their former figure, the difference between the highest and lowest points of 1907 being extremely wide. Afterwards, came the recovery of 1908 followed by the present boom, in which prices have been run up to fresh records, and the ground lost has been made good. Thus in the course of about two years the market has had two booms and one bad slump, quotations have varied enormously and for so comparatively small a market very large sums of money must have been made and lost. The extent of the fluctuations can be shown by taking a few typical securities and tracing their price movements in the last three years:

	1907	1908 Present
Anglo-Malay	16s. 6d.	22s. 10d.
United Plantations	11s.	15s.
Batu Caves	10s. 6d.	14s. 10d.
Bukit Rajah	7s. 6d.	11s. 10d.
Consolidated	4s. 6d.	11s. 10d.

Highlands and Lowlands 25s. 6d. | 15s. 10d. || Lat Pau | 3s. 6d. | 11s. 10d. |
Pat. Imp.	5s. 6d.	11s. 10d.
Selangor	10s. 6d.	14s. 10d.
Vallambrosa	31s. 3d.	11s. 10d.

For the sake of simplicity we quote all the shares in fractions of £1, even where the nominal value is only 2s.

It will be seen that, for the most part, prices are higher now than in the boom of 1907, and as it is generally agreed that the high prices of that year were overdone, we might assume that the present level of values is, *ipso facto*, condemned. But though caution is undoubtedly necessary, we must remember that in many points the position is more healthy now than it was two years ago. In the first place, the price of rubber is rising instead of falling, and the bulls' confidence in the market has so far been justified; secondly, the advantages of time over wild rubber have become more clear; and lastly, a number of companies have since 1907 come to the stage of paying dividends, very large profits are being earned, and the output is being increased without, apparently, endangering the strength of the market. All these are strong bull points, and so one who understands the industry will deny their force. But, on the other hand, investors and speculators must always bear in mind that present quotations discount a very considerable advance in profits, and that when the industry is ultimately established on its true basis, the yields will be far larger than are at the present time. As we pointed out in a recent article, rubber companies' shares will never be 5 per cent. investments, and yet at present quotations the return to be obtained from the dividend-paying companies varies from 1 to 5 per cent. Consolidated Malay, for example, with a 7½ per cent. dividend, yields about 3½ per cent.; the Federated Selangor, whose last interim dividend was at the rate of 10 per cent., returns, at recent prices, less than 2 per cent., while the Malacca Rubber preference shares give a yield of 2½ per cent. All these, of course, are producing companies that have paid a dividend, but the shares of others, such as the Batu Caves, which have so far made no distribution, stand at a very considerable premium in anticipation of dividends of 30, 40 or 50 per cent. Perhaps the clearest way of showing the position of the market is to contrast the nominal value of the companies' capital with the aggregate market value at recent quotations, and so in the following table we take 15 different concerns, and state in each case the premium at which the capital stands:

Share	Nominal Value	Market Value	Premium
Anglo-Malay	£45,000	£75,000	49%
Batu Caves	£176,905	£268,000	51%
Batu Tiga	£122,000	£168,000	39%
Bukit Rajah	£60,000	£94,500	57%
Consolidated	£65,700	£109,000	67%
Malay	£455,007	£475,500	35%
Damansara	£102,500	£307,500	100%
Federated (Selangor)	£37,000	£127,800	48%
Highlands & Lowlands	£182,777	£336,900	49%
Klang	£22,000	£104,500	373%
Lacador	£101,395	£162,000	22%
Lingit	£88,324	£971,500	1,000%
Pat. Imp.	£22,500	£133,400	93%
Selangor	£30,000	£125,500	125%
United Plantations	£184,000	£460,000	152%
Vallambrosa	£50,000	£109,000	123%

Thus over a range of 15 companies a market value of more than £6,000,000 has been built up; the average premium is 109 per cent.; the lowest premium is 22 per cent., and the highest 1,275 per cent. We are not concerned here with the merits of the particular companies or the attractiveness of particular shares, nor are we arguing that the general level of values is necessarily too high. What we would make clear is that with so high a market investors must make their choice very carefully, and not buy blindly in the hope of a further rise. The position of the rubber companies, whose combined output must for some time remain comparatively small, is naturally strong.

but one can scarcely believe that in any industry so small a capital can continue to earn so large a profit. Fresh capital must be attracted—in, in fact, constantly being attracted—to this field, and before buying the shares of any company at their present premiums an investor should satisfy himself that the return during the next few years will be very considerably increased, so as to provide him at once with a larger yield and a protection against more remote dangers.

## LOCAL AND GENERAL.

Sir Claude MacDonald, British Ambassador, is expected to return to Japan about the middle of August.

THREE weeks were awarded a mendicant in the Police Court this morning for soliciting for alms by exposing a deformity to his right arm.

VICEROY Changling chun has asked the Wai-wu-pu to take up the question of the Macao Boundary but that Board firmly refused the request.

THE Right Hon. Sir Claude MacDonald (His Majesty's Ambassador Extraordinary and Plenipotentiary at Tokyo), had audience of the King on 24th inst.

FOUR grass-cutters were fined \$7 each at the Magistracy this morning for trespassing and cutting grass in a Government plantation yesterday.

THEIR Majesties the Emperor and Empress of Japan have presented ¥800 for the relief of the families of those who lost their lives by the fire on the steamer *Tokai-maru* off Kominato, Aomori prefecture, on the 5th instant.

MR. Matsukata, Chairman of the Kobe Chamber of Commerce, who sent in his resignation some days ago, has agreed to remain in office for the time being, in compliance with the request of Governor Hattori and other leading gentlemen.

AMONGST the delegates attending the Scientific Commission presided over by Dr. W. N. Shaw, F.R.S., Director of the Meteorological Office, to deal with the question of maritime weather signals, is Father Froc, S.J., Director of the Ze-ka-wei Observatory, near Shanghai.

SHAREHOLDERS in the Shanghai Gas Co., Ltd., are notified that a dividend of Tls. 3 per share (six per cent) has been declared, for the half year ended June 30, 1909, and dividend warrants may be obtained at the head office of the Company on and after Wednesday, July 28, 1909.

It has been suggested that students to be sent to the United States should be selected by the different provinces or that the Ministry of Education should select them by examination. H.E. Jung-ching, the President, however, is in favour of neither of these suggestions, for by the first plan the unequal standard of the colleges in respective provinces would prevent all the best students from being selected. The other plan, he says, is open to objection in that an examination by the Ministry must be at Peking where it is hardly likely that all competent students could attend. He would, therefore, propose that examinations should be held at the chief ports, such as Shanghai, Hongkong, Tientsin, Hankow, etc.

THE death occurred at Vancouver on June 18th of Captain Charles W. Seal, after a long illness. Captain Seal, who will be remembered by the older residents in the Far East, was taken suddenly ill last Christmas Eve while visiting in Los Angeles, but although he recovered sufficiently to return to his home in April he gradually grew weaker until the end came peacefully last month. The late Captain Seal was born in London 56 years ago. Many years he served in the Castle line and with the Pacific Steam Navigation Company, but in 1891 he entered the service of the O.P.R., joining the *Empress of Japan* in England on her maiden trip to Vancouver, on which steamship he was for many years chief officer. He remained there eight years, and then retired from the sea.

THE *Siam Free Press* of 18th instant says:—Mr. F. Lionel Pratt, who has edited the *Siam Observer* so ably during the last couple of years, left Bangkok to-day by the s.s. *Wong-ko* en route to Japan. During his stay in Bangkok he made many friends who will regret his departure whilst wishing him success in his future career. We understand that he becomes editor of a new Japanese paper which is to be started shortly in South Manchuria, and Mr. Pratt's experience and ability as a journalist, especially in those regions, will go a long way to insure the success of the new enterprise. Yesterday, Mr. Pratt was the recipient of an address and a presentation of a beautiful gold fountain pen and pencil at the hands of the Staff of the *Siam Observer* office, at a token of the esteem in which he was held. With his numerous friends, we wish him all success and happiness in his future field of labour.

A NATIVE dispatch states that Mr. Yang Shing-yang, a resident of Kuangtung province, recently set free an hereditary slave in his family in compliance with an Imperial Order issued some time ago on this subject, and further sent to school on an equal footing with a boy from his Mr. Yang's own clan. He reported this to the Viceroys who eulogised his good example and approved his suggestion that proclamations should be issued ordering emancipation of slaves in many other families, who should report to the authorities in order to place the matter on record; and that falling emancipation in the period of one year, slaves should be permitted to petition the authorities to establish their freedom. The Viceroys desired the Provincial Treasurer and Judge to consider the question according to the Decree.

## Hongkong University Scheme.

WAI-WU-PU'S GIFT OF Tls. 10,000.

FURTHER CHINESE SUBSCRIPTIONS.

In the course of this afternoon, the Private Secretary to H.E. the Governor courteously informed us that the Government was in receipt of a telegram from Sir John Jordan, British Minister at Peking, to the effect that the Wai-wu-pu has donated the handsome subscription of Tls. 10,000 towards the endowment and equipment fund for the proposed Hongkong University. This latest gift from the Capital provides abundant proof that H.E. Chang Jen-chun's sympathy towards the project has spread to Peking and that the Chinese Government's interest in Sir Frederick Lugard's scheme to benefit South China continues unabated.

Following are further amounts collected by the Chinese sub-committee:—

Already acknowledged	.....	\$18,600
Kwok Shui-chi, Saigon	.....	2,000
Ma Pui-wang, Saigon	.....	2,000
Chan Wai-hang, Saigon	.....	1,000
Kong Cheong-wing, Saigon	.....	1,000
Sham Lai-nam, Saigon	.....	1,000
Li Chung-cheuk, Saigon	.....	1,000
Li Tai-shi-long, Saigon	.....	1,000
Choy Siu-woon	.....	1,000
Cheong Sham-woo Brothers	.....	1,000
Yuen Man-chuen	.....	600
Chu Si-chun	.....	600
Yu Pan-nam	.....	600
See Wo	.....	500
Tai Shing Paper Mill	.....	500
Chao Ching-hok	.....	500
Kwan Yik-tai	.....	300
Wing Yue-shing	.....	300
Kang Lee Contractor	.....	300
Hip On Co. Contractor	.....	300
Wing On Contractors	.....	300
Wong Lap-kee	.....	200
Hung Wo-cheung	.....	200
Sun Hong-hop	.....	200
Kwong Wa-yuen	.....	200
Ying Fat-yuen	.....	200
Kwong Hung-shing	.....	200
Shan Sang-yuen	.....	200
Fook Tung-chun	.....	200
Pong Hang-yue	.....	200
Ta Hing-cheung	.....	200
Chao Siu-lam	.....	200
Wong Ping-in	.....	200
Francisco Tse Yat	.....	200
Shao Tsu-long	.....	200
Total	.....	\$201,200

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## STATE OF KENNEDY ROAD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir,—I wish to draw the attention of the authorities through the columns of your valuable paper to the wretched state of part of Kennedy Road, particularly that portion commencing from the Union Church for some considerable distance up. Strangely enough, none of the large number of residents who frequently use the road for purposes of exercise have thought fit to seek relief through the medium of the Press. The object of this correspondence is to bring to the notice of the Public Works Department that that part of Kennedy Road already alluded to, is strewn with a plentiful supply of tiny pieces of stone, which renders walking not only tortuous but effectually prevents many enthusiasts from making use of the road, which they otherwise would. In view of the fact that Kennedy Road is the only suitable stretch of level ground for a morning walk, and also its superior attraction to other places owing to the fact of its being centrally situated, this is a serious state of affairs and is a childish reflection on the power that be. The authorities will doubtless take steps to remove this nuisance and thus enable residents to make use of a privilege which they have enjoyed for a long time. Thanking you for this insertion, —Yours, etc.,

Hongkong, 22nd July, 1909.

## LECTURES ON THE EMPIRE.

LANTERN SLIDES OF THE STRAITS AND HONGKONG.

Sir Cecil Clementi Smith presided at a meeting organised under the auspices of the Visual Committee fostered by the Colonial Office, on 4th ult., at Caxton Hall. He explained that it was the Princess of Wales who originated the idea of educating India and the Colonies to a knowledge of England by lantern pictures and of educating the people of England to a knowledge of the people of the Empire by the same method. Funds to carry out the idea were raised by a committee of ladies, under the patronage of the Princess of Wales, who was present at the meeting, and the treasurer was the Countess of Dudley. Sir Cecil explained that a series of lectures had been prepared, and a suggestion was made to the three eastern colonies—Ceylon, the Straits Settlements, and Hongkong—that they should provide the necessary funds for the lectures in their own schools. The Governments of those colonies readily and generously responded to the invitation. It was their funds that provided the first expenditure with which the scheme was carried out. Lectures were now actually in use in ten British Colonies and in nine provinces of India. Mr. Mackinder, who was in charge of the work, then proceeded to show a series of slides on the screen and to give a synopsis of eight lectures which had been prepared with regard to the Indian Empire. It had been necessary in the main to make their own slides, and Mr. Hugh Fisher had travelled many thousands of miles over the Empire to getting them. The lecturer gave a delightful summary of the work done, and concluded by showing pictures of scenes in Canada, Wal-hai-wei, Hongkong, the Straits, and Ceylon.

## MACAO'S DELIMITATION.

H.E. KO YU HIM RECEIVES A TELEGRAM FROM CHINESE IN MANILA.

[From Our Own Correspondent.]

Canton 21st July. Two days ago, the Imperial Special Commissioner, H.E. Ko Yu Him, appointed to conduct negotiations with the Portuguese Government on the delimitation of Macao, received a telegram from the Chinese residing in Manila. The telegram reads as follows:—  
"To H.E. Ko Yu Him. The Portuguese have encroached on our territory to a great extent. Pray strenuously maintain our claims and not give way to the Portuguese, so as to afford greater protection to our boundary rights."  
—(Sd.) The Kwangtung Merchants' Guild."

## THE JAPANESE ARMY.

SOME INTERESTING FIGURES.

The *Hochi Shimbun* gives some interesting particulars about the strength of the Japanese Army. The figures, the *Japan Mail* writes in the course of a summary, may or may not be accurate, but we presume that they are a tolerably close approximation. Everybody is acquainted with the general fact that the Japanese Army now consists of 19 Divisions, but little or no information has hitherto been procurable about troops superadded to the above. Our Tokio contemporary now tells us that these additional troops comprise three brigades of field artillery, four brigades of cavalry, two brigades and nine battalions of heavy artillery, one brigade of communications troops and three battalions of mountain artillery. With regard to the cavalry, two brigades have still to be embodied, the barracks for their reception not being yet finished. This, however, is a matter of a few days. It is further stated that the establishment of the cavalry is five battalions to one regiment and two regiments to one brigade. Turning now to the question of the number of troops actually under arms, in other words the number of men serving with the colours, the *Hochi* gives the following figure, but does not claim absolute accuracy for them since they are in every case somewhat below the reality.

Infantry	.....	129,950
Cavalry	.....	15,500
Artillery	.....	11,270
Engineers	.....	10,400
Communications	.....	9,240
Heavy Artillery	.....	5,600
Mountain	.....	1,610
Communications troops	.....	2,000

Total ..... 184,590

With regard to this total we may observe en passant that as the number of men eligible for conscription every year is 450,000, it would seem that about 40 per cent. of the whole are taken for service. Turning now to the interesting question of the strength of the Japanese Army on a war footing, the *Hochi* puts it at 1,214,000, exclusive of 10,000 troops serving in Formosa; 15,000 officers serving with the colours, and a very large number of officers and non-commissioned officers whose names are borne on the reserves. We may here recall the facts that when Japan entered the lists against China in 1894, the number of men serving with the colours was 60,000. This was increased to between eighty and ninety thousand in the first post bellum reorganization, and now the number is about doubled in the sequel of the recent war.

## TREATMENT OF DYSENTERY.

A CHINESE METHOD.

M. Matignon describes a method of treating dysentery contained in Chinese treatises on medicine 3,000 years old. It consists in utilizing the bark of the *Ailanthus glandulosa*, which has become almost as common in Parisian avenues as the chestnut or lime-tree. The medicament is prepared as follows: From 50 to 60 grammes of ailanthus bark are triturated in a mortar with from 40 to 60 grammes of water. The grayish liquid with a penetrating odour which is thus obtained is strained through linen. A very bitter liquid results which can be taken only when diluted with tea. It is prudent to administer it only in small quantities, from about 15 to 20 grammes a day; otherwise it may give rise to toxic symptoms and abruptly stop the motions of the bowels. M. Matignon has even seen a case of death resulting under these conditions.

An important recent addition to the Zoological Gardens is a wild ass of Mongolia, deposited by the Duke of Bedford. It appears to have been received at Woburn some years ago, with the Mongolian ponies, and is stated to have been obtained as a colt in Kobo, north-west of the Gobi Desert. It formed the subject of a paper in the "Proceedings" by Mr. J. Smith, and the author considered that it was the true *Equus hemionus* of Pallas, which came from Mongolia, and was known to the natives as the *Chigetai* (drigetai). The general colour is pale sandy fawn, the tips of the ears, mane, and dorsal stripe (continued down the tail) brown.

THE Wai-wu-pu intends to make the following proposals to the Diplomatic Corps for the better regulation of the acquisition of land by the missionaries in the interior: 1, that they shall not purchase land from the people by force, but with their consent; 2, that they shall submit all intended purchases to the local authorities so that the latter may make inquiries as to whether the land in question is Government property or not; 3, that after the completion of the sale they shall apply to the local authorities for title deeds; 4, that all land purchased by them shall for ever remain missionary property; 5, that in the event of their being desirous to re-sell the land, it must be sold to the Chinese; and 6, that the local authorities shall have power to veto all culpable purchases.

## RICE DEALERS AT LAW.

JUDGMENT FOR PLAINTIFF.

Judgment was delivered in the Summary Jurisdiction Court this morning by the Police Judge (Mr. Justice Gompertz) in the case in which Hui Ching Kam, a merchant of 28, The M Street, brought an action against Lam See Chit, of 151, Connaught Road West to recover the sum of \$765 due for money lent and goods delivered, made up as follows:—  
Money lent on the 9th March, 1908—\$260.  
Money lent on the 27th March—\$160.  
Money lent on the 29th March—\$100.  
Money paid by plaintiff to defendant for the purchase of a quantity of rice which defendant failed to deliver—\$245.

There was a counterclaim for \$941.  
Mr. Otto Kong Siang appeared for the plaintiff, while Mr. J. H. Gardiner represented the defendant.

The claim was brought as the result of certain transactions between the litigants in the course of last year. A Chinese witness belonging to the Fook Ho Yung shop stated that on the 29th March last year, he went to plaintiff's shop on some business and saw defendant asking plaintiff for the loan of \$700. Plaintiff at first refused to lend the money, but on being assured by defendant that the latter would settle the outstanding account, he eventually agreed to let him have the amount. There was no receipt given for the sum. During the course of his evidence, witness stated that the usual way in which Chinese creditors approached debtors for the settlement of an account was to speak the words "Will you pay the money?" Judgment was entered, as already stated, for the plaintiff on the claim, with costs and for the defendant on the counter-claim with costs.

## CANTON ELECTRIC LIGHT WORKS.

EXCLUSIVE PRIVILEGE FOR N.W. CONCERN.

[From Our Own Correspondent.]

Canton, 21st July. A merchant named Ho Shio Ki and several others jointly submitted a petition to the Taotai for the Development of Native Industries requesting him to grant them permission for the establishment of a gasworks in Canton. In reply the Taotai refused to acquiesce in their application on the ground that the Canton Electric Light Works have recently been purchased from foreigners by the Kwangtung Electric Light Company, Limited, which concern has now the exclusive privilege to supply light installations to the residents of Canton. No privilege can therefore be granted to other merchants for the supply of gas to the citizens which would be calculated to compete with the Kwangtung Electric Light Company, Limited.

## SUDDEN DEATH OF CAPTAIN ROBERTS.

News was received in Shanghai yesterday, says the *N. C. D. News* of 17th instant, of the death of Captain Roberts, master of the *G. N. S. Minnetta*, by the agents here, the Nippon Yusen Kaisha. Death, which took place on Tuesday last between Kobe and Nagasaki, was due to kidney trouble. Captain Roberts took command of the *Minnetta* at Seattle from Captain Austin, who was well-known in this port, and was on his first visit to the East in command of the *Minnetta*. Captain Roberts was formerly in charge of the *Shawmut*, of the Boston S. S. Co. The *Minnetta* left Seattle on June 19, and will be dispatched from Wooming for Manila on Monday next. Mr. Ravens, the first officer, is in charge.

Captain Roberts was apparently a stranger in these waters as his name was not familiar to any of the pilots or officers at the Mercantile Marine Officers' Association. But the *Seattle Times* writing under date of June 12 says:—  
"Captain Roberts, who succeeds Captain Austin, is also a well-known figure in local marine circles. He was reared from cabin boy to commander in the American line and served in nearly all the boats of that company on the Atlantic including the *St. Paul* and *St. Louis*. His first trip to this port was in command of the *Ohio*, operated by the Empire Transportation Company, subsidiary to the American line, between Seattle and Alaska. He returned to the Atlantic Coast and in the New York-to-Liverpool line made an excellent reputation. He again came to Seattle, in command of the *Shawmut*, about five years ago, and last spring delivered her to the government at New York, taking her round the Horn from Seattle."

Before leaving Seattle on her present journey the *Minnetta* was dry docked at Brimont on June 15 to have her port shaft repaired. This shaft was fractured whilst en route to Seattle.

## VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Headquarters at 5:30 p.m. on Wednesday, the 28th instant.  
At Quarry Bay at 5:15 p.m. on Monday, the 26th, and Thursday, the 29th instant.

Mr. J. R. Pereira joined the Corps on the 20th July, 1909, assigned Corps No. 1,909, and posted to the Engineer Company.

Gunner V. McIntyre is permitted to resign with effect from the 20th instant.

Sergei S. A. Selt is granted leave of absence out of the Colony for 12 months with effect from this date.

Serge G. K. Bruton is granted leave of absence out of the Colony for 12 months with effect from this date.

2/Capt. W. P. Lenfestey is granted leave of absence out of the Colony for 12 months with effect from this date.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## OFFICIAL SALARIES

## PAY OF VICEROYS AND GOVERNORS.

(By courtesy of the "Sheung Po.")

Peking, 21st July.

The Grand Council has fixed the salaries of Viceroys and Governors at Tls. 10,000 and Tls. 8,000 per month, respectively.

## CHINA'S SOVEREIGN RIGHTS.

## NAVIGATION PRIVILEGES.

(By courtesy of the "Sheung Po.")

Peking, 21st July.

The Prince Regent regards the loss of the right of running steamers as of greater importance than the loss of railway privileges. His Highness has accordingly given instructions to the Grand Council to remedy matters.

## FRANCE IN YUNNAN.

## QUESTION OF RAILWAY GUARDS.

(By courtesy of the "Sheung Po.")

Peking, 21st July.

The Waiwupu has addressed a communication to the French Minister asking that the soldiers stationed at Yunnan to guard the railway might be withdrawn and stating that China would herself provide railway guards.

The French Minister has not yet acceded to the representations of the Foreign Ministry.

## RAILWAY-LOANS.

## RUSSIAN DEMAND.

(By courtesy of the "Sheung Po.")

Peking, 21st July.

The Russian Minister has made representations to the effect that Russia be allowed to participate in the loans for the Canton-Hankow and Hankow-Szechuan Railway loans owing to the demand of various other Powers to have a share in the loans and with which China is unable to comply.

Grand Councillor Chang Chih-tung proposes to allow the matter to remain in abeyance.

## JAPAN IN KOREA.

## PRINCE CHEN'S FAVOURABLE REPORT.

(By courtesy of the "Sheung Po.")

Peking, 21st July.

On the 20th inst. at an audience with the Prince Regent, Prince Chen referred to the satisfactory manner in which Korea has been governed by Japan.

His Imperial Highness appeared to be much affected by the remark.

## TIBET.

## POLICE REORGANISATION.

(By courtesy of the "Sheung Po.")

Peking, 21st July.

A memorial has been received from Wen Tsung-yao and Luen-yu, Ambassadors at Tibet, reporting the formulation of a scheme for the establishment of a police force in Tibet and stating that the British Resident was desirous of co-operating in the project. The British offer has been declined.

## CANTON DAY BY DAY.

## \$5,000 RAISED FROM THEATRICAL PERFORMANCES.

(From Our Own Correspondent.)

Canton, 21st July.

For the purpose of augmenting the funds for the maintenance of the newly-established Honan Hospital, the Yau Tin Ying theatrical troupe recently gave three consecutive performances in the Honan Theatre, the proceeds of which amounted to nearly \$5,000.

**PROPOSED LEATHER FACTORY.**  
A leather factory is about to be established in Canton with a capital of \$500,000, of which \$200,000 will be subscribed by officials and the remaining \$300,000 from merchants.

**OPIMUM SMOKERS FINED.**  
On the 20th inst., the Police raided a house in Chung Tong Street, when seven men were arrested for smoking opium without the required wooden licence. The offenders were made to pay a fine of \$5 each yesterday at the Police Court.

**Ten Nagasaki Press** is authoritatively informed that the Russian Consulate at Nagasaki will represent French nationals at that port, not as a Consular Agency, as previously reported, but with the status of a Vice-Consulate.

## FISH DEALERS ON STRIKE.

## A CURRENCY DIFFICULTY.

Shanghai residents are liable to go without any fish for the next few days, owing to a boycott that was instituted this morning by the fish dealers of the Settlement against the fish merchants who have their headquarters at the East Gate of the native city, reports the *Shanghai Mercury* of the 17th inst. For some considerable time past the local dealers have been buying their fish from the city dealers at the rate of one hundred cash per catty, but during the past few days, the merchants, owing to the low rate of exchange, that has been prevailing, have been threatening to raise their price to which the local dealers objected. However this morning, when the dealers went to the East Gate to make their usual purchases, they were informed that in future, and beginning that morning, all purchases would have to be paid for in silver or else the equivalent in cash to the value of the silver coin. This the local dealers and hawkers refused to do and at once instituted a boycott against the merchants. The result was that no fish was to be had this morning at any of the Municipal markets. No violence was threatened by either dealers or merchants and none is anticipated and it is expected that the trouble will soon be adjusted, but it is not believed that the dealers will accede to the merchants' demand. In the meantime there is no fish to be had beyond the limited variety.

## THE NEW ORDER IN KOREA.

## MILITARY PRECAUTIONS DISCONTINUED.

Tokyo, July 16.

A number of Korean officers who raised an agitation when it was announced that the Korean Ministry of War would be abolished, have now ceased to show signs of open hostility. Consequently the military precautions that were deemed necessary at Seoul have been discontinued.

Viscount Sone, Resident-General of Korea, has decided to complete the construction of eight big roads between Chinnampo and Hwanghae by 1910 instead of 1912, as was originally intended, in order to find employment for indigent Koreans.—*N. C. D. News.*

## SINGAPORE PALMS.

## A NEW OPIUM PLANT.

To the Customs officials at Fremantle, has been revealed still another instance of the cunning of the Chinese in their efforts to keep the supply of opium up to the level of the local demand. In this case a suggestion of impudence makes itself apparent when it is stated that ties of opium were found in pots containing palms on the tables of the dining saloon—under the eyes of all and yet secure in their unusual resting place.

In accordance with the usual practice, a number of the boarding staff of the Customs department, including Messrs. Bryant, Crane, Featherstone, Tappin, and Farrell, boarded the blue-funnel liner *Gorgon* during one morning to make the customary search of steamers on their arrival from Singapore. While this was proceeding the officials entered the first-class dining saloon in order to cast about for possible hiding places for opium. To the course of the search one of the officers took up one of the pot-plants which adorn the centre of the tables in the saloon and noted the weightiness of the pot. He was prompted to investigate, and at the bottom of the pot an eight-ounce tin of opium was discovered. This led to a search of the other pots, in each of which a tin of the drug was found, making a total of four tins in all containing opium, valued at about £12. It is stated that the palms, which are kept in pots on the table, are of a type bought at very cheap rates at Singapore; and are procured to last one voyage only. On the return of the vessel from Fremantle new palms are procured and planted in the pots. It is surmised that during the transplanting operations the Chinese boys planted the ties of opium, and then, placing the palms on top, filled in the soil to cover both roots and drug. Naturally no clue as to the ownership of the opium was discovered.

The officials continued the search of the ship in other parts, but after two hours spent in the quest they failed to unearth any more of the drug.

## THE SHANGHAI DOCK AND ENGINEERING CO.

## BUSY TIME AHEAD.

We have ascertained that in addition to their success in tendering for the repairs which will have to be effected on the American Army transport *Warren*, particulars of which success are contained in a special telegram which we publish in another column this morning, the Shanghai Dock and Engineering Co. have sent in the lowest bid for construction of six large launches, tenders for which were recently invited by the Philippines Government. Although no formal word has yet been received of the acceptance of the S. D. and E. Co.'s bid the matter is regarded as practically settled, so that it is reasonable to hope that the great establishment in question will shortly be resounding with the clang of the boiler-maker's hammer, and the profit-yielding tapping of the merry rivetter, as loudly as the most exacting shareholder could desire to hear.—*Shanghai Times.*

The quantity of cargo exported from Tairen (Daisy) during last month amounted to 55,568 tons, which is classified as follows: Beans, 19,226 tons; bean cake, 18,599 tons; other cereals, 14,211 tons; and general goods, 2,832 tons. The total shows a decrease of 55,605 tons on the figures for the previous month. The goods consigned to European were 12,948 tons of beans and 1,224 tons of other cereals. The number of vessels carrying the above amounted to 285 of which 65 were Japanese steamers; 6 foreign; 202 Chinese junks; and two Japanese junks.

## CHINESE GRIEVANCES IN NEW ZEALAND.

## CONSUL'S ACTION.

According to a New Zealand paper of the 5th ult., Mr. W. Tong, of Auckland, representing a large number of Chinese arrived in Wellington on the 4th June with a list of grievances, which he brought under the notice of the Consul, Mr. Hwang.

A case, which appears to be one of considerable hardship, is that of a party of Cantonese consisting of five women, two children, and two men, who were passing through Auckland on their way from Canton to Papete. They had been three weeks on the water from Hongkong to Sydney, and after a brief stay in Sydney came on to Auckland to join the steamer for Tahiti. They were not permitted to land until a sum of £1,800 had been deposited in cash with the Customs as an undertaking that they would not remain in New Zealand. This appears to be made up of £100 poll tax and another £100 for their inability to pass the education test for each individual. The money would, of course, be returned as soon as they left New Zealand.

It is at least, until three months ago—Chinese in transit were allowed to land upon payment of £100 poll tax, which was returned as soon as they left the country in resumption of their journey. This has generally been found by Chinese in Wellington or Auckland, as the port of call might be. But to immediately find £1,800 in money was more than the Chinese of Auckland could do. The party were then transferred from the Sydney steamer to the Northern Company's old steamer *Wellington*, which has been lying up in "Rotten Row" among the coal hulks off Freeman's Bay, Auckland, for years. The women and children who were delighted with the prospect of once again setting foot on shore before finishing their long journey, were cruelly disappointed to find that they were to be transferred to a small steamer, and detained practically as prisoners.

## A TOUCHING APPEAL.

They sent a most touching appeal to the Chinese in Auckland, who, while unable to find so much money as the Customs demanded, immediately dispatched Mr. Tong to Wellington to see the Consul.

Mr. Hwang called upon the Minister for Customs (Hon. A. W. Hogg) on the morning of the 5th inst., and brought the above and other matters under his notice. Upon being seen after the interview, Mr. Hwang said he had no special communication to make on the matters to which he had referred in his interview with the Minister.

The case of the detained Chinese was then brought before the Minister by a representative of the *Wellington Evening Post*. Mr. Hogg said the matter had been adjusted by a poll tax of £100 each, or £900 being made payable, instead of the £1,800 demanded by the Customs, and the acceptance of bond for £100 each from Auckland Chinese or other sureties that the transients should resume their journey by the next steamer proceeding to Tahiti from Auckland.

## CHINESE IN TAHITI.

It would seem according to Mr. Tong, that there are 1,400 Chinese settled in Tahiti and engaged in trade for the most part. Some of them are wealthy men. They have no other way to reaching the French possessions except by way of Sydney and Auckland. They could go by way of San Francisco, of course, but that would be too long and too costly, and, as a matter of fact, they had reached Tahiti via Sydney or Sydney and Auckland.

It is only quite recently that the £100 poll tax has been collected by the New Zealand Customs, and that in the case of one man, Mr. Tong said he had been instrumental in introducing Chinese storekeepers in Tahiti, who were passing through Auckland, to Auckland business houses, and most satisfactory trade relations had been the result, many orders for tinware and other goods in which Auckland specialists, having been sent there by Chinese storekeepers in the French island in preference to San Francisco or Sydney. If such restrictions are placed upon the people that they cannot come into touch with merchants in Auckland, as they do when going to or returning from China, then that business is likely to be lost.

## ANOTHER GRIEVANCE.

Another grievance is that Chinese who have temporarily left New Zealand, and have deposited with the Customs their finger prints—to which very strong exception is taken—their portraits, signatures, and other marks of identification, have to pay £100 poll tax on their return to New Zealand and that they have to wait for several weeks for the refund of this tax while their identity is being established. It is thought that as they are men of slender means the "hanging up" of this, to them, large sum of money, is unduly vexatious. They recognise the law on the subject, and are bound to submit to it; but they resent anything which is not absolutely within the four corners of the Act.

The case of a Chinese student, too, may be brought under the notice of the Minister. This man, having a brother in Dunedin, desired to be with him, and at the same time obtain "Western learning." In America, or England, or France, or Germany, he would have been allowed to enter the country without restriction or tax so long as—in the case of America—he satisfied the authorities that he was a bona-fide student or traveller, and not intending to trade. In the case of the Dunedin student, he arrived in the southern city absolutely ignorant of English or any other subject, save such as are comprehended in the ordinary Chinese curriculum. In these he was extraordinarily proficient. He attached himself to the Dunedin High School, where he is still a student and, it is asserted, follows no other occupation. He has applied for refund of the poll tax, but so far (June 5th) without success. There are other grievances, too, which have been, or are to be, referred to the Consul, and which, it is presumed, will in due time be brought before the notice of the proper authorities.

## ANTI-CHINESE OUTBURST.

## AMERICAN PRESS ON CHINATOWN CRIME.

New York, June 22.

A hue and cry is being raised from one end of the country to the other for the arrest of Leon Ling, the converted Chinaman, suspected and now accused by his room-mate, Chong Sing, of murdering the American girl missionary, Miss Elsie Sigel, whose strangled remains were found in Ling's rooms in this city on Friday last.

The excitement is characteristically American. Editorials denouncing the missionary efforts to Christianise the Chinese are appearing in every newspaper one can lay hands on, while the anger at Chinese masquerading as Americans has found expression in a mob of 400 Pittsburgh citizens chasing three Carnegie Institute Americanized Chinese students till they threw themselves panic-stricken into the arms of the police.

The newspaper with the biggest circulation in this country observes: "The Chinaman who pretends that he wants to be a Christian, or that he is a Christian, is simply a smooth-faced hypocrite, and nobody knows this better than the missionaries among the Chinese. A certain number of Chinese come here, and their women are excluded, and outrages of every kind, from murder down, are the inevitable result."

"This country should be kept for races that can work side by side. If that fact shall be impressed upon the minds of the American people, especially upon the minds of the Pecksniffian hypocritical mission-workers, this wretched, unfortunate girl will not have died in vain."

I quote these vehement lines because they admirably show the manner in which America has been roused by this murder. Meanwhile, to-night's papers are devoting whole pages, in spite of the fact that the thermometer has been well over 90 degrees in the shade, to the story of the third degree test applied to Chong Sing, the Chinaman who, as I told you yesterday, was arrested 200 miles from New York, and proved to be Leon Ling's companion, with whom the alleged murderer fled on 9 June.

**TORTURED FOR TWELVE HOURS.**  
Sing stood the torture for 12 hours until those who were conducting the inquisition asserted that he was the greatest liar ever seen in New York, which is probably saying a good deal. This afternoon the District Attorney, Mr. Jerome, whose cross-examination of Evelyn Shaw won him an international reputation, took a hand in the affair, and ultimately succeeded in extracting the declaration that Sing knew Ling and Gail quarrelled over Miss Sigel, and, moreover, that he was in Ling's room when, so he says, Ling throttled the girl in a fit of jealous rage.

Ling has not yet been caught, though nearly a score of Chinamen answering his description are held while inquiries are being made.

## EXTORTED STATEMENT.

Chong Sing, yesterday, was induced by a "third degree" falsehood to detail an eye-witness story of how Elsie Sigel, the American missionary girl, was slain in Chinatown. It is a revolting story.

For nearly 18 hours the detectives stormed, shouted, and shook their fists in the face of the Chinaman, who was Leon Ling's companion before that fugitive made good his escape, and then they craftily told him that Ling was caught and had implicated him. Thereupon Chong accused Ling and drew a graphic picture of how Chong peered through the window into Ling's room and saw Ling and Elsie wrestling, first in play and then in dead earnest. She had told Ling that he drank too much, and that she intended to transfer her affections to Chu Gai. Five minutes later her own handkerchief was thrust into her mouth, blood covered her face, and her writhing form grew still.

Chong actually expected the detectives to believe that he could calmly view this diabolical murder without assisting either the assailant or the victim. He admitted watching the preparations for placing the body in Ling's box and seeing the girl's body divested of its clothes, but he and subsequently tying the rope round the case after the remains had been forced inside he had no hand in the tragedy.

So far Ling has left no trace of his movements since 9 June, the date of the murder, according to Chong. Some think he has fled to New Orleans, disguised as a woman.

## CHINESE SECRET SOCIETIES IN AMERICA.

## MINISTER WU APPEALS TO THE POLICE.

A New York cable of July 6 to the *Japan Advertiser* states that Minister Wu has appealed to the New York police to help in preventing the threatened Tong war due to the condemnation to death of the six Tong assassins recently. The condemned assassins belong to the ranks of the Highbinders and as their arrest and conviction were largely due to the evidence given by the Chinese Six Companies and the San Yaps, the Highbinders as a body are preparing to take vengeance on those responsible for this result. But in addition to this phase of the question, the San Yaps and Six Companies are themselves at daggers drawn; as the former stand for reaction while the latter are in favour of progress and reform all along the line. The Highbinders are blackmailers pure and simple and are quite indifferent as to the methods they employ in achieving their purposes. The last outbreak of this nature took place at San Francisco in 1905 and arose out of the fight of the President of the Six Companies to Mexico with a large sum belonging to the funds of the organization in his possession. Minister Wu, as a patriotic Chinaman, is anxious to obviate a state of affairs which would not be calculated to enhance respect for Chinese civilisation, of which he has always been a staunch defender.

The Council of the Society of Arts have awarded the Society's silver medal to Mr. Arthur John Barry, for his paper on "Railway Development in China."

## To-day's Advertisements.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

## "INABA MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 28th July will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within three days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

## NIPPON YUSEN KAISHA.

Hongkong, 21st July, 1909. 1458-459

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

## "CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for above Ports on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 21st July, 1909. 1550

## SHANGHAI TRADE.

Messrs. Ilbert and Co.'s piece goods market report says:—

The market throughout is strong, importers naturally taking up a very firm attitude in regard to "spot" sales owing to the present utter impossibility of replacing except at prices which show so wide a discrepancy compared to value here as to make even the boldest operator pause. The price of American cotton continues its upward career, with occasional brief setbacks in price which are presumably caused by profit-taking. Actual business from most of the principal producing centres however appears to be showing little or no improvement and the rising price of cotton is being followed in a very reluctant manner by actual consumers, the prices for standard cloths having in most instances gone up in nothing like commensurate proportion to the rise in the raw material, which is 18% dearer than a month ago.

Up to a week ago the agricultural outlook for practically the whole of the Yangtze river delta was extremely grave owing to the heavy and unceasing downpour of rain which continued for over a month with hardly a let up. A week of brilliant and hot weather has, however, done much towards relieving the position, and in many districts where the young rice was reported to be washed away by the flood it is found that the actual damage sustained is less than a tenth of what was supposed, while the cotton crop which was weedy and backward is now coming on well.

Deliveries of goods from stock are keeping up satisfactorily for the time of year, but some lines of goods seem held in somewhat unnecessarily large quantity and the present enforced inactivity in forward purchases from producing markets, may be regarded as welcome.

## COLLISION AT SHANGHAI.

The *Shanghai Mercury* of 17th inst. says:—About 10.45 a.m. to-day a collision took place on the river opposite the Foochow Road, which resulted in considerable damage, although fortunately there was no loss of life owing to the promptness with which assistance was forthcoming. At the time mentioned the small Chinese steamer *Tah Woo*, which trades between Shanghai and the towns round the mouth of the river, was coming up stream and when about opposite Foochow Road, a small junk laden with a cargo of oil drums was beating across the river. While the junk was taking the drifted across the bows of the steamer, which blew her whistle and tried to avoid the junk but it was too late, and she crashed into her tearing a large hole in her side through which the water poured and she began to settle rapidly and the crew were left floundering in the water, while the oil drums went floating about in all directions. The accident had been witnessed on board H.M.S. *Drilomart* and H.M.S. *Glo* and no time was lost in despatching several steam launches to the rescue of the struggling men. A number of steam launches, from the various jetties, sampans, etc., also hurried to the scene and the crew were picked up upon the worse for their involuntary bath. The sampans were also reaping a harvest in gathering up the derelict oil drums, until the arrival of the customs and River Police launches put them to flight. Meanwhile the sinking junk was taken in tow and beached in shallow water on the Pootung side. The *Tah Woo*, which had anchored, on seeing that no lives had been lost, hove up her anchor and proceeded to her wharf off the Chinese city.

COMMANDER and Mrs. Gibbons left London on 18th ult. for China, travelling via Siberia. On arrival Commander Gibbons takes up his post as Commander of the China Station of the United States Navy on the armoured cruiser *Cassidy*.

## Intimations.

## THE DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each HARES \$1.50 each.

Hongkong, 17th July, 1909. 1380

## PILSENER

## "ASAHI"

AND

## "SAPPORO"

## BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

## OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR &amp; Co.

H. PRICE &amp; Co.

A. S. WATSON &amp; Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers. Hongkong, 10th March, 1908. 142

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 15 minutes  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes  
11.00 a.m. to 12.00 p.m. ... Every 15 minutes  
12.00 p.m. to 1.00 p.m. ... Every 15 minutes  
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1.00 p.m. to 2.00 p.m. ... Every 15 minutes  
2.00 p.m. to 3.00 p.m. ... Every 15 minutes  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes  
4.00 p.m. to 5.00 p.m.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration.)

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	"ALLAN LINE" FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 471.10/- Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "O" or "A" Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port 443/- Via New York 445/- For further information, Maps, Guide Book, Rates of Passage and Freight, apply to— W. W. ORRILL, J.R., General Traffic Manager, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SPORE, SAMARANG & SOERABAYA	ONSANG	FRIDAY, 23rd July, 4 P.M.
TIENSIN VIA SWATOW, WEI, HAIWEI & CHEFOO	CHONGSHING	FRIDAY, 23rd July, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 23rd July, 4 P.M.
SANDAKAN	MAUSANG	MONDAY, 26th July, Noon.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	FRIDAY, 30th July, Noon.
MOI	YUENSANG	FRIDAY, 30th July, 4 P.M.
MANILA	YUENSANG	FRIDAY, 30th July, 4 P.M.
SGAPORE, PENANG & GALUTTA	YUENSANG	TUESDAY, 3rd Aug., Noon.
CHINWANTAO VIA WEI HAIWEI & CHEFOO	BUSANG	TUESDAY, 3rd Aug., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days). The steamers Kutsang, Yuenang and Kookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to: JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 20th July, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

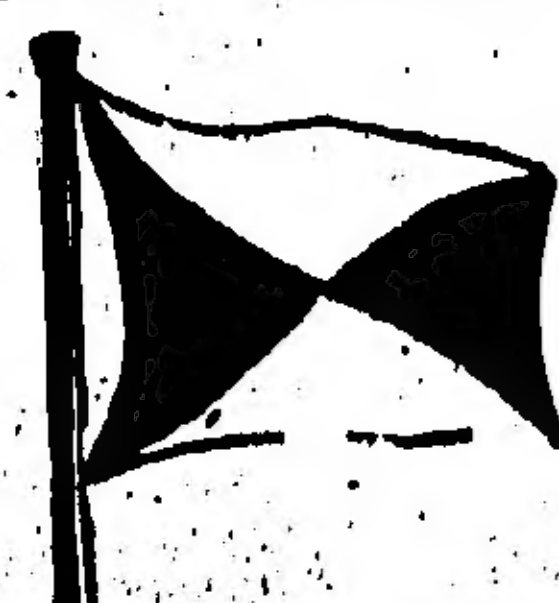
For	Steamers	To	On
HONGKONG, PAKHOI & HAIPHONG	"SINGAN"	23rd July	9 A.M.
HAIPHONG	"LUCHOW"	24th "	Daylight.
AMOI & SHANGHAI	"YOHOW"	24th "	4 P.M.
CEBU & ILOILO	"KANBU"	24th "	Daylight.
SHANGHAI	"CHENAN"	25th "	Daylight.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	25th "	3 P.M.
MANILA	"TAMING"	27th "	4 P.M.
WEI HAIWEI, CHEFOO & TIENSIN	"HUIHOW"	28th "	4 P.M.
SHANGHAI	"ANHUI"	30th "	Daylight.
SHANGHAI	"LIAN"	31st "	Daylight.
MANILA	"TEAN"	3rd Aug.	3 P.M.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	19th "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE. FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Lintan, Chinlung), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents. Telephone No. 16. Hongkong, 22nd July, 1900.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
AUBI	2540	R. W. Almond	MANILA	SATURDAY, 24th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 31st July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. General Managers. Hongkong, 21st July, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	6,000 "	" 26th Oct., 1900, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada; also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July, at Daylight.
HAMA	"SHATTLE MARU"	6,178	SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
ANPING, TAKAO & SWATOW	"SOSHU MARU"	FRIDAY, 23rd July, at 10 A.M.
& AMOI	Capt. T. Sugi	
SWATOW, AMOI & TAMSUI	"DAIJIN MARU"	SUNDAY, 25th July, at 10 A.M.
	Capt. Y. Kaburaki	

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine. The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 22nd July, 1900.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Capt. K. Homma, Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Sept., at 4 P.M.
	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 5th Aug., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI AND KOBE	MOYORI MARU, Capt. J. C. Richards, Tons 4000	WEDNESDAY, 28th July, at 5 P.M.
KOBE AND YOKOHAMA	INABA MARU, Capt. R. Takeda, Tons 6500	FRIDAY, 31st July, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 4th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	MONDAY, 26th July, at 5 P.M.

† Cargo only. ‡ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Kamo Maru	(Capt. F. L. Sommer)	About Friday, 30th July.
Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. Bainbridge)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1900.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class, \$120	\$110	\$100	\$90
2nd " \$80	\$70	\$60	\$50

Option of sail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AFRICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Co. BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.E. Mouldia, 9,500 tons, for Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 5th September, 1900. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 10th July, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
*Kumeria	6,232	J. Mathee	28th July 1900
*Aymara	4,393	J. Boyd	26th Aug.
*Saveria	6,232	S. Shotton	23rd Sept.

\* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

S.S. Kumeria calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to LUDWIG & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd July, 1900.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 10th August, 1900.

For Freight and Passage, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA"

Captain Hayes, will be despatched as above on or about 24th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 10th July, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" ...Capt. H. W. WALKER.

"KWONG SAI" ...Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 4.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 10th July, 1900.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "MUNCASTER CASTLE" ...5th Aug.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 20th July, 1900.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI"

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 21st July, 1900.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 21st July, 1900.

Intimations.

PARA VENDA.

GRANDE sortimento de LIVROS

de MISSA em Portuguez, encader-

nados em lindas capas de phantasia

e de diversas cores.

Preços modicos.

Dirija-se a

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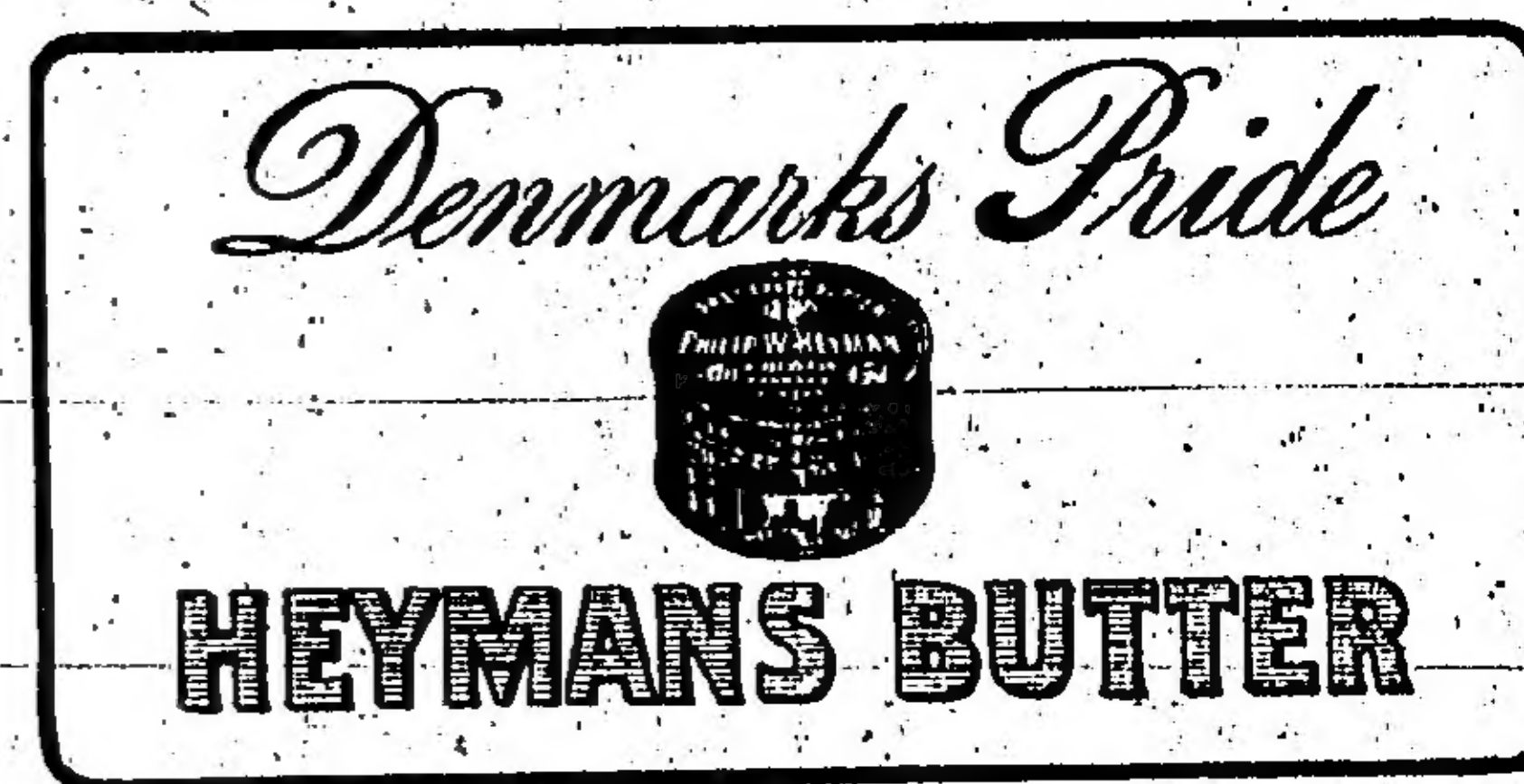
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